

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001-2728

202-504-2200
202-504-2195 FAX

MEETING OF THE COMMISSION OF FINE ARTS

19 July 2001

AM 10:00 CONVENE, 441 F Street, NW, Washington, D.C. 20001

I. ADMINISTRATION

- A. Approval of minutes: 21 June 2001
- B. Dates of next meetings: 20 September 2001
18 October 2001
- C. Reappointment of John E. McCartney, FAIA to the Old Georgetown Board.
- D. Report on the 17 July 2001 hearing of the Committee on Energy and Natural Resources on S. 281 regarding the proposed Vietnam Veterans Memorial Education Center: Draft reply.
- * E. Election of Chairman and Vice-Chairman

II. SUBMISSIONS AND REVIEWS

A. Washington Metropolitan Area Transit Authority

CFA 19/JUL/01- 1, New York Avenue Metrorail Station. Red Line—between Florida Avenue and M Street on 2nd Street, NE. New station platform, Metropolitan Trail overpass and entrance pavilion. Concept.

B. General Services Administration

- 1. CFA 19/JUL/01- 2, Daniel Patrick Moynihan Place, Northern end of Woodrow Wilson Plaza at the Ronald Reagan Building and International Trade Center. Pennsylvania Avenue at 13th Street, NW. Temporary designation marker. Concept.

* Added during meeting

II. SUBMISSIONS AND REVIEWS continued, 19 July 2001

2. CFA 19/JUL/01- 3, Ronald Reagan Building and International Trade Center. 1300 Pennsylvania Avenue, NW. Canopies for child development center. Revised design. (Previous: CFA 19/APR/00- 11)

C. Federal Reserve System

CFA 19/JUL/01- 4, Martin Building, North Garage. Virginia Avenue between 20th and 21st streets, NW. Underground emergency power generators and surface air vents. Concept.

D. Department of the Army

CFA 19/JUL/01- 5, Walter Reed Army Medical Center. Building 38--Deployment Health Clinical Center. Georgia Avenue and Dahlia Street. Additions and renovation. Design.

E. Smithsonian Institution/National Zoo

1. CFA 19/JUL/01- 6, The Mane Restaurant. Olmsted Walk. Renovations and additions. Final. (Previous: CFA 20/JUL/00- 5)
2. CFA 19/JUL/01- 7, Farm Exhibit. Olmsted Walk near the Beach Drive entrance. Concept.

F. National Park Service

CFA 19/JUL/01- 8, C & O Canal National Historical Park. The Canal and 30th Street, NW. New mule shelter. Design.

G. D.C. Commission on the Arts / D.C. Department of Public Works

CFA 19/JUL/01- 9, Southwest Gateway Project-Art in Public Places. Wall and ceiling murals. The underpass at 12th Street and Maine Avenue. Final. (Previous: CFA 21/JUN/01- 2)

H. D.C. Department of Public Works / Downtown DC BID

CFA 19/JUL/01- 10, Ford's Theatre National Historic Site, 500 Block of 10th Street, NW. Streetscape design. Concept.

II. SUBMISSIONS AND REVIEWS continued, 19 July 2001

I. D.C. Department of Public Works / Georgetown Partnership BID

CFA 19/JUL/01- 11, Georgetown Business District. M Street and Wisconsin Avenue. Streetscape design. Concept.

J. District of Columbia Public Schools / U.S. Army Corp of Engineers

2. 1. CFA 19/JUL/01- 12, Randle Highlands Elementary School. 1650 30th Street, SE. Phase I: New school building and new gymnasium. Final. (Previous: CFA 18/JAN/01- 7).

1, 2. CFA 19/JUL/01- 13, Kelly Miller Junior High School. 201 49th Street, NE. Replacement school building. Revised concept. (Previous: CFA 21/JUN/01- 8).

3. CFA 19/JUL/01- 14, Bell Multicultural High School / Lincoln Multicultural Middle School. 3145 Hiatt Place, NW / 3101 16th Street, NW. New combined school building. Concept.

4. CFA 19/JUL/01- 15, John Strong Thompson Elementary School, 12th and L streets, NW. Addition and renovation. Concept.

5. CFA 19/JUL/01- 16, Woodrow Wilson High School. 3950 Chesapeake Street, NW. Repairs and renovations. Design.

K. District of Columbia Department of Consumer and Regulatory Affairs

1. Old Georgetown Act

Appendix I.

2. Shipstead-Luce Act

a. S.L. 01- 070, The Portals. 1201, 1301 and 1399 Maryland Avenue, SW. Three new office buildings. Concept.

b. Appendix II.

III. INSPECTION

Freer Gallery of Art, Objects proposed for acquisition.

**OLD GEORGETOWN SUBMISSIONS
RECOMMENDED ACTIONS**

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-28 HPA. 01-64	1361 Wisconsin Avenue, NW Yaron Mizrahi Sweatstyle	Alterations to storefront - existing - permit

RECOMMENDATION: Recommend **AGAINST** issuance of permit for existing alterations to storefront including new bay window and signs, which have been installed without review or permit. Applicant did not submit drawings with a revised design for a bay window with traditional roof and molding profiles as previously recommended. File new submission of working drawings for a revised design, including details and signs, with permit application for review by the Commission at their October meetings.

O.G. 01-60 HPA. 01-120	1200 Wisconsin Avenue, NW Edizione Realty Corp. United Colors of Benetton	Sign scheme - revised design - conceptual
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RECOMMENDATION: Returned without Action. Concept case superseded by permit application; case O.G. 01-228.

O.G. 01-81 HPA. 01-181	1652 Avon Place, NW David Korn Residence	Alterations to front - appeal - permit
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RECOMMENDATION: The appeal by the applicant was considered at the Old Georgetown Board meeting on 3 July 2001. The previous recommendation that shutters and door surrounds are out of character with the simple design of the facade of this early 20th century structure stands. Nail-on shutters and applied door surrounds that have been installed should be removed. See previous letter dated 16 March 2001.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-155 HPA. 01-315	1564 Wisconsin Avenue, NW United Trade group, Inc. Red Ginger	Sign - permit

RECOMMENDATION: No objection to issuance of permit for proposed sign composed of 12-inch high individually pin-mounted back-lit letters reading "Red Ginger" on a curved metal panel above projecting storefront as shown in supplemental drawings received and dated 22 June 2001.

O.G. 01-160 HPA. 01-327	2730 P Street, NW Patrick John Residence	Rear deck and alterations - permit
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RECOMMENDATION: Recommend AGAINST issuance of permit for proposed alterations to rear window openings which are out of character with the historic building. No objection to issuance of permit for Pella 2/2 replacement wood windows with true-divided-lights to match existing in dimension and detailing.

O.G. 01-161 HPA. 01-329	1628 Wisconsin Avenue, NW Reed and Savage Cynthia Reed	Rear addition of residential structure - conceptual
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RECOMMENDATION: Recommend AGAINST concept design for proposed addition of residential component to mixed-use complex as shown in supplemental drawings received and dated 25 June 2001. Design is out-of-scale with residential neighborhood. Recommend further study of a lower structure with attention to the pedestrian scale and character of the ground floor. File new submission for concept design for review by the Commission when ready. Note is made that signs on Wisconsin Avenue have been installed without review or permit, and in present configuration do not meet code. File submission of working drawings with permit application for signs for review by the Commission when ready.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-163 HPA. 01-331	1624 29th Street, NW Tom and Barbara Steinmetz Residence	Rear addition, dormer and alterations - revised design - conceptual

RECOMMENDATION: No objection to concept design for proposed alterations, including rear addition with roof deck and wood railing, dormer addition, and alterations for door surround at entrance on side elevation, as shown in supplemental drawings received and dated 28 June 2001; and for proposed landscape plan, including fences and arbor along alley as shown in drawings received and dated 18 May 2001. File new submission of working drawings, including details, with permit application for review by the Commission when ready.

O.G. 01-166 HPA. 01-335	3300 Q Street, NW Aamena & Nasir Khan Residence	Fences and repair of parking pad - existing - conceptual
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RECOMMENDATION: No objection to concept design and issuance of permit for proposed repair of existing concrete parking pad with an exposed aggregate finish, retention of existing 6'-0" fence with lattice work on top which is to be stained, and for new metal railing for second floor deck as shown in supplemental information received and dated 3 July 2001. Wood fence on deck on second floor is to be removed.

O.G. 01-169 HPA. 01-338	3067 M Street, NW East Banc, Inc. MAC	Projecting sign - permit
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RECOMMENDATION: Recommend **AGAINST** issuance of permit for proposed projecting sign. Recommend installation of previously approved sign scheme for "Mac". See previous Action (O.G. 01-74).

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-173 HPA. 01-342	1235-37 Wisconsin Avenue, NW Barnes Vanze & Associates Commercial/residential	Alterations to storefront and rear addition - conceptual

RECOMMENDATION: No objection to concept design for proposed alterations to storefront, side in-fill and three-story rear addition including residential component of mixed-use complex as shown in supplemental drawings received and dated 27 June 2001. File new submission of working drawings, including construction details, sign details and material samples, with permit application for review by the Commission when ready.

O.G. 01-176 HPA. 01-345	3119 N Street, NW Jeff Riley Residence	Reconstruct front porch and 2-story rear addition - conceptual
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RECOMMENDATION: No objection to concept design for proposed two story rear addition and reconstruction of front porch. Recommend further development of rear elevation. File new submission of working drawings, including details and material samples, with permit application, for review by the Commission when ready.

O.G. 01-179 HPA. 01-349	2820 Dumbarton Street, NW Elizabeth Abell Residence	New garage building on rear - permit
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RECOMMENDATION: No objection to issuance of permit for proposed new garage building on rear of property with iron gate to driveway. Working drawings conform to approved concept and recommendations. See previous Action (O.G. 00-254).

O.G. 01-183 HPA. 01-367	3145 P Street, NW William Kolasky Residence	Replacement windows - permit
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RECOMMENDATION: No objection to issuance of permit for proposed custom made replacement wood windows with true-divided-lights to match original windows damaged in fire.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-184 HPA. 01-371	1038 31st Street, NW Rocky S. Wang Mixed use	Replacement window - existing - permit

RECOMMENDATION: Recommend AGAINST issuance of permit for existing replacement window which was installed without permit. Applicant failed to respond with alternative proposal for wood window with true-divided-lights to match original window as previously recommended. See previous Action (O.G. 99-235).

O.G. 01-187 HPA. 01-391	3029 Dent Place, NW John Arata Residence	Addition of 2nd level to garage - permit
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RECOMMENDATION: No objection to issuance of permit for proposed addition of second level with hip roof over garage on alley, PROVIDED new height meets code.

O.G. 01-188 HPA. 01-392	1601 30th Street, NW Tatiana and Michael Gfoeller Residence	Re-open windows at basement level - permit
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RECOMMENDATION: No objection to issuance of permit for proposed re-opening of two bricked-in windows at basement level and replacement wood windows to match original windows.

O.G. 01-190 HPA. 01-394	3314 Dent Place, NW Angelo Dell'Atti Residence	Replacement windows - permit
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RECOMMENDATION: No objection to issuance of permit for proposed Kolbe & Kolbe double-hung simulite replacement wood windows with 7/8-inch muntin to match detail of original windows. Existing replacement windows, which are not appropriate, will be removed. See previous Action (O.G. 01-119).

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-193 HPA. 01-398	2511 Q Street, NW Borger Management, Inc. Rock Creek Gardens	Excavation for basement patio - conceptual

RECOMMENDATION: No objection to concept design for proposed excavation for patio for apartment at basement level. File new submission of working drawings, including details and landscape plan, with permit application for review by the Commission when ready.

O.G. 01-194 HPA. 01-399	3119 N Street, NW Jeff Riley Residence	Reconstruct front porch - permit
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RECOMMENDATION: No objection to issuance of permit for proposed reconstruction of front porch, removed during the 1950s, to match original porch, except for the introduction of two skylights over window and door. Working drawings conform to approved concept design. See review of previous case (O.G. 01-176).

O.G. 01-195 * HPA. 01-400	1324 27th Street, NW Lori Trautwine Residence	Two-story rear addition - conceptual
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RECOMMENDATION: No objection to concept design for proposed two-story rear addition. File new submission of working drawings, including details and material samples, with permit application for review by the Commission when ready.

O.G. 01-197 HPA. 01-402	2912 Olive Street, NW Tavlarides Residence	Replacement windows and alterations to rear - permit
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RECOMMENDATION: No objection to issuance of permit for proposed replacement Marvin 2/2 true-divided-light double-hung wood windows and for proposed alterations to rear, including lowering sill of first floor windows to create 7'-0" openings and for single light French doors on basement, as shown in supplemental drawings received and dated 18 July 2001.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-198 * HPA. 01-403	1365 Wisconsin Avenue, NW BB&T Bank	Alterations and new ATM - permit

RECOMMENDATION: No objection to issuance of permit for proposed alterations, including new bay for ATM machine, as shown in supplemental drawings received and dated July 2001, which indicate minimal projection and reduced opening through historic wall for bay. File separate submission of working drawings, including details, with permit application for any sign for review by the Commission when ready.

O.G. 01-199 HPA. 01-405	1651 Wisconsin Avenue, NW Marston Luce Antiques	Awning and sign - permit
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RECOMMENDATION: No objection to issuance of permit for proposed canvas awning and sign on valance composed of 11-inch high letters reading "Marston Luce Antiques".

O.G. 01-201 HPA. 01-408	3700 O Street, NW Georgetown University St. Mary's Hall	Temporary trailers - permit
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RECOMMENDATION: No objection to issuance of permit for proposed temporary installation of trailers for a period not to exceed two years or the duration of the construction work on St. Mary's Hall, whichever is less.

O.G. 01-202 HPA. 01-409	3700 O Street, NW Georgetown University St. Mary's Hall	Alterations and signs - permit
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RECOMMENDATION: No objection to issuance of permit for proposed alterations to St. Mary's Hall, including new entrance additions with metal canopies, handicapped access ramps, replacement windows, signs, and landscaping. Working drawings conform to approved design. See previous Action (O.G. 00-155).

* See ADDENDUM

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-203 HPA. 01-410	2803 Q Street, NW Michael Stiglitz Residence	2-story rear addition and alterations to front - conceptual

RECOMMENDATION: No objection to concept design for proposed alterations to front, including replacement windows, and repair of existing portico over entrance, with replacement-in-kind only where repair is not possible. No objection to proposed alterations to rear facade, including two story in-fill addition provided existing windows on second floor level are retained and French doors on first level are limited to no more than two. File new submission of working drawings, including details, with permit application for review by the Commission when ready.

O.G. 01-204 HPA. 01-411	3265-67 M Street, NW East Banc, Inc. Ann Taylor Loft	Projecting sign - permit
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RECOMMENDATION: Recommend **AGAINST** issuance of permit for proposed projecting sign, an addition to previously approved sign scheme. See previous Action (O.G. 01-82). No objection to proposed light fixtures as shown in supplemental drawings received and dated 18 July 2001.

O.G. 01-205 HPA. 01-412	3328 M Street, NW East Banc, Inc. Ann Sacks	Signs - conceptual
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RECOMMENDATION: No objection to concept design for proposed sign composed of 12-inch high individually-pin-mounted back-lit letters reading "Ann Sacks" above storefront cornice and applied letters on glass. File new submission of working drawings, including details, with permit application for review by the Commission when ready. Note is made that bay window was built different from approved design. See previous Action (O.G. 00-29).

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-206 HPA. 01-413	3271 M Street, NW Kramer Consulting "g" Fine Arts Gallery	Projecting signs - permit

RECOMMENDATION: No objection to issuance of permit for proposed projecting sign reading "g Fine Arts Gallery" for second floor business, and for plaque by entry door reading "Kramer Consulting", as shown in supplemental drawings received and dated 3 July 2001. Second smaller projecting sign next to entry door was NOT approved. Recommend applied letters be installed on glass door.

O.G. 01-207 HPA. 01-414	2712 Dumbarton Street, NW Archdiocese of Washington Epiphany Catholic Church	Rear addition and connector - conceptual
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RECOMMENDATION: Returned without Action. Concept case superseded by permit application; case O.G. 01-216.

O.G. 01-208 HPA. 01-415	1334 29th Street, NW Mt Zion United Methodist Church	Roof condensers over rear shed - permit
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RECOMMENDATION: No objection to issuance of permit for proposed alterations to rear shed, including new brick parapet extension to screen proposed roof condensers. Working drawings conform to approved concept. See previous action (O.G. 99-187).

O.G. 01-209 HPA. 01-416	3257 O Street, NW Mr. and Mrs. Edward Kriz Residence	Alterations to rear garden wall - conceptual
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RECOMMENDATION: No objection to concept design for proposed alterations to rear garden wall to install wood gate for parking pad off alley. File new submission of working drawings, including details, with permit application for review by the Commission when ready.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-210 HPA. 01-417	1316 30th Street, NW Mr. and Mrs. John Merriam Residence	1-story rear addition - conceptual

RECOMMENDATION: No objection to concept design for proposed one-story rear addition. File new submission of working drawings, including details, with permit application for review by the Commission when ready. Note is made that project will require a special zoning exception.

O.G. 01-211 HPA. 01-418	1000 Thomas Jefferson Street, NW American Institutes for Research Office building	New window opening - conceptual
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RECOMMENDATION: No objection to concept design for proposed new window opening to match detailing of existing windows. File new submission of working drawings, including details, with permit application for review by the Commission when ready.

O.G. 01-215 HPA. 01-427	1066 31st Street, NW R B Associates, Inc. Mixed-use	Rear addition and alterations - permit
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RECOMMENDATION: No objection to issuance of permit for proposed rear addition and alterations to historic structure as shown in supplemental drawings received and dated 10 July 2001, which indicate skylight structure over gap between buildings to meet code requirements. The Commission notes that its preference is for the granting of a zoning variance that would delete the need for this skylight structure and retain the existing condition which is a contributing element of the historic character of Georgetown. Working drawings conform to approved concept design. See previous Action. (O.G. 01-77).

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-216 HPA. 01-428	2712 Dumbarton Street, NW Archdiocese of Washington Epiphany Catholic Church	Rear addition and connector - permit

RECOMMENDATION: No objection to issuance of permit for proposed rear addition, connector and alterations to the Epiphany Catholic Church. Working drawings conform to approved concept. See previous Action (O.G. 01-93). Brick will match dimension, texture and color of existing brick.

O.G. 01-220 HPA. 01-441	1229 30th Street, NW Richard Ray Solem Residence	Replacement fence and underground addition - conceptual
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RECOMMENDATION: Returned without Action; submitted materials indicate that proposed underground addition to basement, presently under construction, will not be visible from public thoroughfare. Refer further review of underground addition to the Historic Preservation Review Board. No objection to concept design or issuance of permit for proposed replacement 6' high board fence with gate to match previously existing fence. File separate submission of permit application for brick garden wall, including detail drawings, for review by the Commission when ready.

O.G. 01-228 HPA. 01-466	1200 Wisconsin Avenue, NW Edizione Realty Corp. United Colors of Benetton	Sign scheme - permit
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RECOMMENDATION: No objection to issuance of permit for proposed sign scheme which introduces illuminated color panels behind three windows on Wisconsin Avenue and two windows on M Street, centered on each floor (total of ten windows). Working drawings conform to approved concept design. See review of previous case (O.G. 01-60). Signs composed of individually pin-mounted letters reading "United Colors of Benetton" are existing and had been previously approved. Proposed light fixtures to illuminate these signs were NOT approved and have been deleted from this submission. NOTE is made that temporary construction signs have been installed in addition to what was approved and should be removed. See previous Action (O.G. 01-181).

ADDENDUM

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-195 HPA. 01-400	1324 27th Street, NW Lori Trautwine Residence	Two-story rear addition - conceptual

STATUS: POSTPONED until Old Georgetown Board meeting 6 September 2001 for further review after discussion with neighbors at the written request of applicant.

O.G. 01-198 HPA. 01-403	1365 Wisconsin Avenue, NW BB&T Bank	Alterations and new ATM - permit
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RECOMMENDATION: No objection to issuance of permit for proposed alterations, including new bay for ATM machine, as shown in supplemental drawings received and dated 3 August 2001, which indicate minimal projection and reduced opening through historic wall for bay. File separate submission of working drawings, including details, with permit application for any sign for review by the Commission when ready.

SHIPSTEAD-LUCE SUBMISSIONS RECOMMENDED ACTIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 01-062	1701 Holly Street NW Reynolds & Creech Residence	One-story addition and alterations - Permit

RECOMMENDATION: No objection to the issuance of permit for the one-story side addition and alterations as shown in drawings received and dated 9 July 2001.

S.L. 01-063	2306 Massachusetts Avenue, NW	Signs
HPA. 01-437	Alice Pike Barney House Embassy of Latvia	- Concept

RECOMMENDATION: No objection to concept design for proposed signs for the Embassy of Latvia as shown in drawings received and dated 9 July 2001. File new submission of working drawings, including mounting details and material samples, with permit application, for review by the Commission when ready.

S.L. 01-064	2450 Belmont Road, NW	Fence and gates
HPA. 01-443	Gladstone-Rabekoff Residence	- Permit

RECOMMENDATION: No objection to the issuance of permit for the installation of a metal fence with gates at the front of the property as shown in supplemental drawings received and dated 17 July 2001.

S.L. 01-065	2468 Belmont Road, NW	Fence and gates
HPA. 01-444	R. Gladstone Residence	- Permit

RECOMMENDATION: No objection to the issuance of permit for the installation of a metal fence with gates at the front of the property as shown in supplemental drawings received and dated 17 July 2001.

19 July 2001

APPENDIX II: RECOMMENDED ACTIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 01-066	6326 16th Street, NW L. Soto Residence	Fence and gates - Permit

RECOMMENDATION: No objection to the issuance of permit for wood fences, five (5) feet high on the sides of the property and six (6) feet high at the rear of the property, as shown in supplemental materials and drawings received and dated 12 July 2001. Suggest painting or staining wood a dark gray color to complement the color of the house.

S.L. 01-067	740 15th Street, NW	Restoration and repair of exterior
HPA. 01-452	American Bar Association	facades and windows - Permit

RECOMMENDATION: No objection to the issuance of permit for the restoration and repair of exterior facade, and replacement windows as shown in drawings received and dated 3 July 2001.

S.L. 01-068	1640 Kalima Road, NW Lowell School	Wetlands landscape - Permit
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RECOMMENDATION: No objection to the issuance of permit for the installation of wetlands landscape as shown in drawings received and dated 9 July 2001 provided that no aggressive exotic plant species are used and erosion controls are kept in place for the duration of the installation.

S.L. 01-069	1341 Hemlock Street, NW Dine-Bell Residence	Screened porch addition - Permit
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RECOMMENDATION: Returned without Action. Property is outside the Shipstead-Luce Act Jurisdiction of the Commission of Fine Arts. (Returned to Permit Processing Division, 16 June 2001.)

19 July 2001

APPENDIX II: RECOMMENDED ACTIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 01-071	3636 16th Street, NW Jonathan Woodner Co. Woodner Grocery	Alterations to rear entry - Permit

RECOMMENDATION: No objection to the issuance of permit for the alterations to rear entry as shown in drawings received and dated 9 July 2001.

S.L. 01-073	4857 Colorado Avenue, NW Dawson-Haring Residence	Replacement two-story garage - Permit
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RECOMMENDATION: No objection to the issuance of permit for the replacement two-story garage as shown in drawings received and dated 13 July 2001. Any modifications to the approved design as a result of further reviews in the permit process must be submitted to the Commission for consideration.

S.L. 01-074	1735 Holly Street, NW L. Gold Residence	Repair and replace retaining wall - Permit
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RECOMMENDATION: No objection to the issuance of permit for the repair and replacement of retaining wall as shown in drawings received and dated 12 July 2001.

S.L. 01-075	2800 Davenport Street, NW Fischman-Rabinowitz Residence.	New single family dwelling - Permit
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RECOMMENDATION: No objection to the issuance of permit for a new single family dwelling, driveway bridge and retaining walls as shown in drawings received and dated 18 July 2001. Working drawings conform to approved concept design. Any modifications to the approved design as a result of further reviews in the permit process must be submitted to the Commission for consideration. See previous Recommendation (S.L. 01-059)

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

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WASHINGTON, D.C. 20001-2728

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MEETING OF THE COMMISSION OF FINE ARTS

19 July 2001

The meeting was convened at 10:10 a.m. in the Commission of Fine Arts offices in the National Building Museum, 441 F Street, N.W., Washington, D.C. 20001.

Members present: Hon. J. Carter Brown, Chairman
 Hon. Harry G. Robinson III, Vice-Chairman
 Hon. Carolyn Brody
 Hon. Barbaralee Diamonstein-Spielvogel
 Hon. Ann Todd Free
 Hon. Emily Malino

Staff present: Mr. Charles H. Atherton, Secretary
 Mr. Jeffrey R. Carson, Assistant Secretary
 Ms. Sue Kohler
 Mr. Frederick J. Lindstrom
 Mr. José Martínez-Canino

National Capital
Planning Commission
staff present:

Mr. David Levy
Ms. Nancy Witherell

I. ADMINISTRATION

A. Approval of minutes of the 21 June meeting. The minutes were approved without objection.

B. Dates of next meetings, approved as:

20 September
18 October

C. Reappointment of John E. McCartney, FAIA, to the Old Georgetown Board.

The Secretary said everyone he had talked to, including members of the community, the ANC, Citizens Association, and Mr. McCartney's colleagues on the Board, had been strong in their recommendation that he be reappointed. Ms. Malino said that as one of his clients, she could support him without qualification. Ms. Brody moved that the Commission approve his reappointment; her motion was seconded and carried unanimously.

that he be reappointed. Ms. Malino said that as one of his clients, she could support him without qualification. Ms. Brody moved that the Commission approve his reappointment; her motion was seconded and carried unanimously.

D. Report on the 17 July 2001 hearing of the Committee on Energy and Natural Resources on S. 281 regarding the proposed Vietnam Veterans Memorial Education Center; draft reply. The Secretary passed around copies of a draft letter stating the Commission's opposition to this proposal. He said both the Planning Commission and the Park Service were also opposed, and he showed a simulation of how the structure would appear. Park Service representative Sally Blumenthal, who had attended the hearing, was then asked to comment.

Ms. Blumenthal said there was quite a long discussion involving Senator Hagel, the sponsor of the bill, John Parsons from the Park Service, Patti Gallagher from the Planning Commission and Jan Scruggs from the Vietnam Veterans Memorial Fund, about whether the education center was really necessary. Ms. Blumenthal said the position of the Interior Department was that it should be in the newly-authorized National Military Museum. The other concern was that it would set a precedent, and there would be requests for a similar facility at other places, such as the Korean War and Martin Luther King memorials. The Chairman commented that there was already a considerable amount of space at the National Museum of American History devoted to the Vietnam War, and Ms. Blumenthal said the Park Service and the Vietnam Veterans Memorial Fund both had traveling exhibits and other outreach programs on the subject. She added that another concern the Park Service in particular had with this proposal was that Congress was attempting to make a site and design decision that had been properly delegated to the Secretary of the Interior, the Planning Commission and the Commission of Fine Arts. In conclusion she said she did not know what the next step was, that as yet there had been no further information from the committee.

Before the discussion went any further, the Vice-Chairman said he would like to recuse himself from any participation since he was on the board of the Vietnam Veterans Memorial Fund. The other members agreed with the statements made by Ms. Blumenthal against the proposed education center and with the wording of the Secretary's letter stating this commission's opposition; it was requested that the letter be sent.

II. SUBMISSIONS AND REVIEWS

A. Washington Metropolitan Area Transit Authority

CFA 19/JUL/01-1, New York Avenue Metrorail Station. Red Line-between Florida Avenue and M Street on 2nd Street, N.E. New station platform, Metropolitan Trail overpass and entrance pavilion. Concept. Staff member Frederick Lindstrom pointed out the location of the station on a map: north of Union Station and about half a block south of Florida Avenue near its intersection with New York Avenue. He noted that a major federal office building, for the Bureau of Alcohol, Tobacco, and Firearms, was planned for the immediate vicinity and was driving some of the impetus to locate a station in the area, although the area had great development potential and a station would certainly help in its revitalization. He said this station would be the first outside the original Metro proposal of the 1960s, and as such would exhibit some changes in the original form and materials,

although much would remain the same. He then asked John Thomas, project manager from WMATA, to begin the presentation and introduce other members of the design team.

Mr. Thomas said plans for this station began in 1998 with a feasibility study, followed by the choice of a specific location. The station platform would begin, at the south, at M Street and extend 600 feet to the north toward Florida Avenue. There would be two entrances, one to the north, convenient to the new ATF building and for access to N Street and Florida Avenue, and the other in the vicinity of M Street, to access the area to the south and east. An unusual part of the project would be a section of the Metropolitan Branch Trail, serving bicyclists and pedestrians and running from Union Station to Silver Spring. WMATA would design that part of the trail within the project limits, approximately from L Street to New York Avenue. Mr. Thomas said this would be a design/build project, and after conceptual approval, the design/build firm would complete the design and present it to the Commission for final approval. Mr. Thomas then introduced Ed Riley, their architecture chief, to discuss the new design features and materials to be seen in the station design.

Mr. Riley said the station would introduce a new look for Metro and would be a model for other above-ground stations as the system expanded; the new design features, he said, had come from passenger suggestions, from the Metro board and staff, and from the design professionals and staff. These suggestions included an entrance that was more visible and easier to find, a less massive and lighter architectural expression—one that linked the past Metro system with 21st century technology—additional elevators and stairs in conjunction with escalators, and a signage system that was easier to read, including the elimination of pylons for signage purposes. The design consultant was required, however, to preserve the original design principles established by Harry Weese, such as the layout of the mezzanines and platforms, the use of exceptionally durable materials, the blinking lights set in the granite-edged platforms, and the continuous skylights over the above-ground platforms. Mr. Riley then introduced Hanan Kivett, the chief architect for the design consultants.

Mr. Kivett made reference to the large model in the room and then turned to a discussion of the design elements of the station. Beginning with the canopy over the platform, he said it had its genesis in the original gull-wing design seen at several stations in the system; the underground vaulted ceilings also repeated those seen in the original system, although they would be lighter and more “friendly”. The entrance pavilion would be a canopy-type structure; it would provide a sense of entry, weather protection, and would contain the fare collection gates as well as kiosks with maps and information. Colors would be neutral, in the tradition of the existing system.

Mr. Kivett then turned to the Metropolitan Trail and how he proposed to integrate it into the station design so that it would be complementary, not competing; he thought the model demonstrated the transparency they were stressing in order to lighten up the whole structure; he noted particularly the use of steel mesh “fencing” at the edge of the bike path for safety reasons, and the structural glass used for the enclosed stair/elevator tower. Turning to the structure supporting the path itself, he said that although the model showed a scheme treating the bike trail as a separate structure and employing columns, the decision had now been made to use a cantilever extended from the station structure; the purpose of this was to provide more unencumbered space for future low-scale commercial development. The Chairman asked how far apart the columns would be and was told 66 feet.

Mr. Lindstrom asked to comment. He said that up until a few days previously the post and beam design shown on the model had been Metro's preferred scheme, but the District's Office of Planning had suddenly decided to request the use of a cantilever design, a more complex solution that would cost several months redesign time and would tie the trail permanently to the station, very likely increasing maintenance problems. There would also be some vibration and bouncing on the trail every time a train came into the station.

The Vice-Chairman asked Mr. Kivett to explain the need for a cantilever rather than just carrying the trail through the station area at grade. Mr. Kivett turned the question over to Mr. Thomas, who said that both Florida Avenue and M Street were very busy streets, and it was thought best to avoid a commingling of pedestrians, bicyclists, and traffic; also, because of the topography, it would be very difficult to bring the trail down to grade level at that spot. Mr. Lindstrom noted that the trail would cross the streets on a bridge, and if a cantilever were used in the station area, the result would be a very awkward hybrid situation where they joined. He asked Mr. Kivett to show a computer simulation and then commented that the column scheme used a very nice arch that gave a lighter effect to the design of the station platform. He noted also that there were no other cantilevered structures in the Metro system. Questions were asked about the objection to the columns, and Mr. Lindstrom said the Office of Planning was concerned that they would interfere with plans for retail in between the columns, even thought they were 66 feet apart. Mr. Lindstrom asked Lara Belkind from the Office of Planning to comment.

Ms. Belkind said the cantilever proposal was the recommendation not only of the Office of Planning but also of the District's departments of Transportation and Public Works as well. She said WMATA had been reluctant to endorse it because the Metropolitan Trail project had been added after the initial station design, and the change to a cantilever scheme would require major design changes. She said the city was trying to encourage WMATA to look at the station and trail structures as one integrated project, one that would set an image for the area. Also, the city was trying to encourage development in the area, and her office had been working with a variety of commercial groups, government agencies, and architects involved. She said they were trying to develop retail uses for the area underneath the bike trail, and she thought the columns would make it look like a residual industrial space. The Vice-Chairman commented that, on the other hand, the columns would set up a cadence that could be quite pleasant for pedestrians walking in that area. Mr. Lindstrom recalled that the column spacing of 66 feet would not be a limiting factor for retail construction, and he noted also that any structure there would have to be freestanding; for structural reasons it could not be tied into either the station or the bike path.

The Chairman pointed out that Washington was a city of columns—even the rhythm of the verticals at Dulles Airport had a Washington feeling. He said that if he had one criticism it would be that there were not enough columns in the bike trail design; he thought the 66 feet spacing might be a little too wide. He thought that Ms. Belkind's reference to Calatrava's uplifting of similar spaces in his Milwaukee Art Center project was one that could be used here to give the area some sparkle. He thought the cantilever might be oppressive, and its design would just complicate things when there was already a column expression to build on. Ms. Diamonstein agreed, saying that the most openness was what to strive for, and the columns would promote that better than the cantilever; she said that as designed, the trail structure was a simple one and should remain that way.

The Vice-Chairman asked about the competition for Metro station canopies and asked if there was any relationship between these and the design of this new station. The Chairman said those canopies were to cover the escalators at underground stations, and this was an above-ground station, but he agreed there should be some family resemblance with any similar structures.

Mr. Kivett asked Jack Donahue from WMATA to comment on the status of the canopy competition. Mr. Donahue said Metro had made its selection the previous week, and he described the winning design as a curved steel and glass structure that would provide a first hint to the user of what to expect in the underground station. He said Metro planned to present the design to the Commission at its next meeting.

Returning to the design of the bike trail structure, Ms. Malino thought it might help to make the column spacing relate more to the interior pilasters and thus set up an interesting rhythm. She liked the uplighting idea and also the beautiful curve between the columns, and she didn't see how the 66-foot spacing could interfere with any retail uses.

The Chairman observed that the development of this long-neglected area, part of the back-to-the-city movement, was a really exciting occurrence. He asked about the funding for the station project and was told by Mr. Thomas that \$35.25 million would come from the District, \$25 million from the federal government, and, uniquely, \$25 million would come from the local property owners, who agreed to tax themselves to build the station as an impetus to development.

Before asking for a vote, the Chairman called on Ellen Jones, director of the Washington Area Bicyclists Association, who had asked to speak. Ms. Jones said she was also speaking on behalf of the Coalition for the Metropolitan Branch Trail, and both organizations wanted to express their support for the separate structure. The reason for this, Ms. Jones said, was that it would allow more clear space for the variety of users of the trail, making it possible for them to move with more ease and safety.

The Chairman thanked Ms. Jones and then asked for a motion. Ms. Malino moved that prior to the final design submission, rather than going to a cantilever solution, the widely-spaced column design be explored further, with an eye to integrating it into the overall design, and that lighting within the area, particularly uplighting to highlight the structure, be studied. The motion was seconded by the Vice-Chairman and carried unanimously. Exhibit A

B. General Services Administration

1. CFA 19/JUL/01-2, Daniel Patrick Moynihan Place, northern end of Woodrow Wilson Plaza at the Ronald Reagan Building and International Trade Center. Pennsylvania Avenue at 13th Street, N.W. Temporary designation marker. Concept. Staff member Sue Kohler introduced Susan Sylvester from GSA to present this project. Ms. Sylvester passed out copies of the legislation passed in 2000 to designate the northern half of Woodrow Wilson Plaza as Daniel Patrick Moynihan Place. She showed designs for a marker that would remain until a permanent fountain was installed in honor of Senator Moynihan. The marker would be an altered form of the pylons recently placed on the plaza, with three text panels; colors would be essentially red, white, and blue, like the

other pylons. It would be lined up with a row of trees on the eastern side of the plaza. Ms. Sylvester said representatives from GSA had met with Senator Moynihan, and he was pleased with the idea and the design. There were no objections, and the temporary marker was unanimously approved.

Exhibit B

2. CFA 19/JUL/01-3, Ronald Reagan Building and International Trade Center, 1300 Pennsylvania Avenue, N.W. Canopies for child development center. Revised design. (Previous: CFA 19/APR/00-11) Staff member José Martínez pointed out the site on a site plan, close to 14th Street, and said that was the problem with the last submission—the fabric canopies could be seen from the street, and they were not right for that location. He introduced the architect, Kosta Adamopoulos, to show a revised design. Mr. Adamopoulos recalled that the Commission had asked for a solution that was more sympathetic to the architecture around the space, and was at the same time a more playful solution that would also provide shade. He showed drawings of six canopies supported by one structure that would not encumber the play space. They were essentially triangular space frames covered with canvas in a muted tone of beige or tan, similar to the stone of the adjacent buildings. He said the canopies had been approved by the child care people, GSA, and the Reagan Building managers. The Commission agreed the design was a great improvement over the original submission, and it was unanimously approved. Exhibit C

C. Federal Reserve System

CFA 19/JUL/01-4, Martin Building, North Garage. Virginia Avenue between 20th and 21st streets, N.W. Underground emergency power generators and surface air vents. Concept. The Assistant Secretary said the installation would be almost entirely underground, with the exception of the ventilation and intake towers. To minimize their effect, landscape architect James van Sweden would propose some redesign of his 1977 landscape for that area. Mr. Carson said the project came under two jurisdictions—the Federal Reserve and the Park Service, because the intake and exhaust stacks would come up on the parkland over the garage. He said there had been several meetings between the agencies, and he understood there was agreement as to the acceptability of the concept design. He then introduced Rick Elliott, project manager for the Federal Reserve.

Mr. Elliott said the Federal Reserve currently had no backup power to sustain operations if the power went out; hence the decision to install the generators. He said the Park Service had objected to the first design but would accept this revised design. He noted that the generators would not be running normally, so there would not be a noise problem. They would have to be “exercised” once a month, but that would be done at night. Mr. Elliott then introduced James van Sweden to discuss his proposals for the above-ground elements.

Mr. van Sweden said the two large exhaust stacks would be 16-feet high but would be set into a 5-foot berm at the far western edge of the park, near the tennis court, so only 11 feet would show. Trees and the tennis court fence would also help screen them. They would be square, clad in a dark brown metal, the same material used for the building that housed the stairs down to the parking garage. The Chairman commented that since there was always sculpture displayed in that area, people would very likely think they were minimalist sculpture. The smaller stacks would be placed on the far side of the berm and would not really be visible. The vents would be concealed in the existing planters lining the garage entrance, with the fuel stations placed in the northwest corner; they would have trap doors,

flush with the sidewalk. Five trees would come out, three of them already diseased, and five would be added. The Chairman thought this was a very successful solution to the problem, especially the decision to use rectangular rather than round stacks. He asked if there were any comments from the Park Service.

Sally Blumenthal replied, saying that the Park Service had always been very pleased with Mr. van Sweden's garden, and had worked with him to incorporate the above-ground elements of the generator project. She said the large stacks were just too big to hide, and agreed that they were best treated as sculptural elements. Mrs. Brody asked if they would be far more visible in the winter. Mr. van Sweden said visibility would certainly be increased, but there would be evergreen viburnums and holly in the planting mix for the berm, and these would soften the effect. Mr. van Sweden's proposals were considered good ones, and the project, with the landscaping, was unanimously approved. Exhibit D

D. Department of the Army

CFA 19/JUL/01-5, Walter Reed Army Medical Center. Building 38--Deployment Health Clinical Center. Georgia Avenue and Dahlia Street. Additions and renovation. Design. Mr. Lindstrom said this submission was for three additions to a small, two-story, red brick Georgian-style building facing Georgia Avenue; the purpose was to reconfigure it to add an elevator for ADA access and for fire and emergency egress. He showed drawings of the new stair towers to be added at each end, and the new , pedimented entrance porch. He introduced Marjorie Marcus from Walter Reed to answer questions. The members were pleased with the design of the additions; they had no questions for Ms. Marcus, and approved the project unanimously. Exhibit E

E. Smithsonian Institution, National Zoo

1. CFA 19/JUL/01-6, The Mane Restaurant, Olmsted Walk. Renovations and additions. Final. (Previous: CFA 20/JUL/00-5) Mr. Martinez recalled that the Commission had seen designs for the repair and renovation of this building, and had asked for further study of the elevator for the handicapped, so that it did not look like an afterthought. He said a new design would be presented, as well as drawings for the other elements for final approval; these included replacing the asphalt shingles on the roof with tile, like the original, new mechanical louvers in the attic space, and alterations to the windows. He said the staff's only concern was that some of the windows would be aluminum-clad rather than wood, as they were originally. He introduced Robin Vasa and Michelle Kayon from the zoo, and asked Ms. Kayon to begin the presentation.

Ms. Kayon showed samples of the tile and the exterior and interior finishes; trim around the windows and doors would be in two shades of beige. The new elevator would be clad in stone, like the rest of the building. There were no objections to the finishes and they were unanimously approved. However, the Chairman was concerned that the elevator looked more like a chimney; he suggested that a pitched roof would give it the appearance of a tool shed or outbuilding, and would complement the roof pitch of the restaurant roof rather than seem a modernist intrusion. Exhibit F

2. CFA 19/JUL/01-7, Farm Exhibit, Olmsted Walk near the Beach Drive entrance. Concept. Mr. Martinez said the second zoo submission was for a new exhibit located near the Mane Restaurant. He said the staff had met several times with the zoo staff to look at the overall

concept and what kinds of structures would eventually be included, but at this time the Commission would see just the overall plan and the first building, which would be the barn. He introduced Robin Vasa.

Ms. Vasa said the Smithsonian had received money in their budget to construct an exhibit about American agriculture, and had decided to build it at the zoo, in an undeveloped area near the Mane Restaurant, and to call it the Kid's Farm. It would add a play area to the zoo, and the site near the restaurant facilities and picnic pavilion seemed an appropriate one. She said the focus of the exhibit would be to teach children from three to eight years old where food comes from. The area near the picnic pavilion would be devoted to different foods and their sources; a pizza exhibit would help explain this. Another area would be about taking care of animals and the kind of animals used on a farm. Children would be able to pet and feed the animals, including cows, goats, chickens, and ducks, and there would be the necessary structures and ponds to accommodate these animals. There would also be a small staff building with some classroom space. Ms. Vasa then turned the presentation over to landscape architect Faye Harwell, from the firm of Rhodeside & Harwell, and architect Frank Sturgeon from Einhorn, Yaffee, Prescott.

Ms. Harwell said she was pleased to be asked to work on this exhibit, as she and her partner had done the original project for Olmsted Walk, in the vicinity, and this was one of the areas that had never been developed. Before beginning work, she said they had looked at the history of the area and any possible plans Olmsted might have had for it; they checked old plans and records for the history of existing pools and consulted old plant lists so that the new work would adhere as closely as possible to any 1890s directives. Using a site plan, she walked the members through the area, pointing out the entrance into the pizza garden from the picnic pavilion area, then the duck pond, barn, silo, chicken house, and pasture areas, as well as noting historic trees and natural topographic features to be retained. She said the Olmsted Walk entrance would be heavily planted to maintain the feeling of the zoo, although the pastures and outbuildings would be visible from Parking Lot D. She noted also the provision for storm water management, especially important on this site because of the runoff from the pasture areas. Ms. Harwell then introduced Frank Sturgeon to talk about the architecture.

Mr. Sturgeon described the barn as being a typical red barn with white trim, and said the other outbuildings would basically be a rough-sawn board-and-batten type of construction. The staff and classroom structure would take the form of a farmhouse. Mrs. Brody asked what part of the country was supposed to be represented by the style of the farm buildings; she said she recognized that they could vary considerably, depending on the area, and she hoped they would have some cohesive style and not become so generic as to be nondescript. Ms. Kayon said that as they were calling this a Kid's Farm, they had tried to relate the buildings to the kind seen in kids' toys, but at the same time avoid a cartoon-like character.

Noting that there would probably be a lot of children visiting the farm exhibit at one time, Ms. Malino asked about the proximity of restroom facilities. Ms. Kayon said they were primarily up at the Mane Restaurant. There was general agreement that that was rather a long distance away, and it was requested that the possibility of locating additional facilities within the farm area be investigated. There was no further discussion, and the final design for the Mane Restaurant renovation and the concept design for the farm exhibit were approved unanimously, with the recommendations as outlined above. Exhibit F

F. National Park Service

CFA 19/JUL/01-8, C&O Canal National Historic Park, the Canal and Thomas Jefferson Street, N.W. New mule shelter. Design. Mr. Martínez said the mules that pull the canal barges needed to be brought to a shelter between trips to cool down and be fed. In this case, there had been a large tree to provide shade and only a corral was needed. Then the tree died, and now the Park Service needed a shelter as well as a corral. He said they had brought several designs to the Old Georgetown Board, and had also shown them to the ANC. He asked Sally Blumenthal from the Park Service to discuss these designs.

Ms. Blumenthal said a design had been developed by the Commission staff along with the Park Service staff which had been shown to the Old Georgetown Board. The Board had made some suggestions, resulting in a second design, and then one of the architects occupying the building adjacent to the mule holding area contributed a third design. The ANC agreed to support whatever the Park Service wanted to put there. In the meantime, he mules were being shielded from the sun under a tarpaulin supported by four posts. She introduced landscape architect Kevin Brandt, deputy superintendent of the C&O Canal National Historic Park

Mr. Brandt showed drawings of the area, noting how the mules were brought in and where they were held, and he explained how large the tree was and how much sun the mules got when it was removed. While some sort of shelter was required, they tried to design one that was not visually intrusive in the historic district and not too large for the rather narrow amount of ground between the building and the canal, something with a removable canvas roof so that it did not become a permanent shelter. A corral of some sort was also needed, as the Park Service liked to give talks to school groups about the canal and the mules, and it was not safe to have the children able to walk right up to the mules. There was a discussion about each of the three options, and it was agreed that the least intrusive, and at the same time effective, design was the simplest—a three rail fence to enclose the mules, with a shelter behind; the shelter would be a four-post structure with a shed roof framework covered with removable canvas. All posts and railings would be of rough-hewn wood. The shelter had been slightly reduced in size so that it could be placed in front of a blank part of the adjacent building wall. Exhibit G

G. D.C. Commission on the Arts/D.C. Department of Public Works

CFA 19/JUL/01-9, Southwest Gateway Project-Art in Public Places. Wall and ceiling murals for the underpass at 12th Street and Maine Avenue. Final. (Previous: CFA 21/JUN/01-2) Ms. Kohler said the participants were back with revisions to the design and a model to clarify the progression of the design through the tunnel. She introduced Sherry Schwechten from the D.C. Commission on the Arts and Humanities to begin the presentation.

Ms. Schwechten said the presentation would be confined to the interior elements, which had undergone some changes in response to the Commission's recommendations. She noted that the circular elements containing painted imagery, as well as other painted images, had been much reduced in size. Artist Byron Peck said the images, at about 2-2 1/2 feet, would be intelligible to pedestrians but to drivers would seem to be just part of the overall mosaic design. He showed examples of photographic images of Southwest area landmarks that had been digitally altered to produce a degree of abstraction;

however, he noted that in the process the colors had changed and would not be the ones he would use; the intended colors would be more muted and in harmony with the mosaic colors.

There was a long discussion about how these semi-realistic images could be successfully introduced into the abstract mosaic design, in what form and what color, with the members becoming increasingly doubtful if it could ever be done. The Chairman thought the simplest solution was just to eliminate them completely from this project and perhaps do them some other place; Ms. Malino recalled that she had suggested finding a blank wall and painting a mural based on images of the history and natural features of the area. Mr. Peck and the representatives from the D.C. Commission on the Arts and Humanities agreed that this would be acceptable to them. Mrs. Brody moved that the Commission approve the abstract mosaic tile designs as presented; the motion was seconded and carried, with Ms. Diamonstein opposed. Exhibit H

H. D.C. Department of Public Works/Downtown D.C. BID

CFA 19/JUL/01-10, Ford's Theatre National Historic Site, 500 block of 10th Street, N.W. Streetscape design. Concept. The Assistant Secretary said this streetscape redesign was for the block in front of Ford's theatre only; he noted that it was heavily trafficked by tourists, especially bus loads of children and young people, visiting both the theatre and the house across the street where Lincoln died. He introduced Emeka Moneme, special assistant to the director of the D.C. Department of Public Works to discuss the proposal.

Mr. Moneme said he would just like to say a few words of introduction before introducing his associates from the Downtown BID. He said the Department of Public Works had recently responded to a serious problem that the General Services Administration had with a steam tunnel on 10th Street, requiring emergency repairs; his department had instituted policies to be sure the street and traffic were not disrupted too many times for the tourists and citizens, and they were also going to take the opportunity, in cooperation with the Downtown BID, to institute some much-needed changes to the streetscape in the Ford's Theatre block. He said they had worked closely with the BID on the wayfinding signage project, and this would be just another example of the relationship the department was developing with the BID. He introduced Stephanie Bothwell from the BID to present the streetscape design.

Ms. Bothwell introduced herself as the director of Urban Design and Placemaking for the BID, and then introduced Lito Tongson, head of the streetscape program. She said the improvements would actually go from Pennsylvania Avenue to H Street, but they would be the standard improvements for the BID area (already approved by the Commission), whereas the Ford's Theatre block would exhibit some changes to the standard. Ms. Bothwell noted first that the steam tunnel malfunction had killed all the trees on the east (theatre) side of the street and was actually becoming quite dangerous to pedestrians, so steps to correct the problem had to be taken at once. She said the same kind of tree (linden) would be put in the same pits, but they would be adding tree guards to protect them from the enormous number of people walking on this block every day; she said they had been working closely with the Park Service to be sure their needs—such as queuing, entering, exiting, posing for photographs—were accommodated. Property owners had also been contacted to be sure their disruptions were minimized and the enhancements worked for them. In answer to Ms. Diamonstein's

question, Ms. Bothwell said the tree guards would be made of black metal slats that flared slightly at the top.

Other enhancements for the block would include sidewalks made from hand-formed rather than machine-cut bricks, 16-foot single Washington globe street lights to replace the cobra-head highway lights and complement the existing 12-foot high gas lamps, now being restored by the Park Service, and a granite carriage step at the curb in front of the theatre, like the one shown in old photographs. Ms. Bothwell said the step would be used for historical and interpretive purposes, but would be about 10 feet long and could be used as a bench. To increase pedestrian safety when crossing in the center of the block between the theatre and the house where Lincoln died, the curb on both sides of the street would be bumped-out to narrow the crossing and a special paving pattern used; the same narrowing would occur at the crossings at both ends of the block.

The Chairman asked the Assistant Secretary for his opinion on this project, since he had spent so much time on streetscape problems and development. Mr. Carson said the staff had met with the BID representatives and the designers, and the reason the scheme was before the Commission was that the staff thought it was ready to be implemented and just needed the Commission's approval. Ms. Diamonstein moved that the project be approved; the motion was seconded by the Vice-Chairman and carried unanimously. Exhibit I

I. D.C. Department of Public Works/Georgetown Partnership BID

CFA 19/JUL/01-11, Georgetown Business District, M Street and Wisconsin Avenue. Streetscape design. Concept. Mr. Martinez recalled the recent electrical problems in Georgetown and said that while Pepco was redoing the entire infrastructure for their system, the D.C. Department of Public Works and Division of Transportation would take the opportunity to redo the streetscape of M Street and Wisconsin Avenue, where most of the Pepco work would be done; \$9 million had been set aside for this project. He said the Georgetown Board had looked at the proposals three times, and they had also been seen by the ANC and at a town meeting in Georgetown. He then introduced Michelle Pourciau from the DPW to describe the project.

Ms. Pourciau introduced herself as the deputy director of the District Division of Transportation, presently under DPW but soon to become a separate agency. She said work had been done a few years ago on these streets but had not turned out well because the contractor, who was the low bidder, used substandard materials and did not perform to the standard needed. Now, with Pepco doing a complete overhaul of the infrastructure, it seemed like a good time to do the job correctly. She said they had been successful in getting all the utilities to come together under one construction contract and one contractor to do all the utility and streetscape work; WMATA was under contract to do the streetscape design. She said she hoped that would minimize the disruption, which would nevertheless be severe, and they had worked closely with the Georgetown BID, the Old Georgetown Board, and the Commission staff to come up with a final concept design, which would be presented at this meeting. With that introduction, she asked architect Craig McClure from Lee and Liu, the prime consultants for WMATA, to continue the presentation.

Mr. McClure said they had three study areas to present: Pennsylvania Avenue and M Street, Wisconsin Avenue and R Street, and a typical M Street section, between 30th and 31st streets. The

first two study areas were also gateways to Georgetown, and he noted the two other gateways: Wisconsin Avenue at K (Water) Street, and M Street at Key Bridge. He said they were not planning any significant changes for the latter, as Francis Scott Key Park had already made it a very positive space.

Turning to the eastern gateway at M and Pennsylvania, Mr. McClure talked about ways to reconfigure the islands where the two streets meet in order to break up the large expanse of paving and introduce more park area. The Amoco station would be buffered by landscaping in the park area to the west and additional planting on the Rock Creek Park side. Crosswalks in this and all special areas would be either exposed aggregate paving or a stamped concrete pattern. Handicapped ramps would be done in bluestone, and the sidewalk paving would be brick, using a hand-molded brick. Trees would be spaced 40-feet on center; street lights would be the single Washington globe, 18-foot high, with the 20-foot high Bacon double light used on the corners.

Mr. McClure discussed the northern gateway next. He pointed out the D.C. Public Library on the southeast corner and Bookhill Park behind it. He said there was a Friends of Bookhill Park organization that had been trying to clean it up, and they would work with them to define the park a little more, add seating and shade, and just improve the appearance of that important corner. He pointed out the bluestone handicapped ramps, the specially treated crosswalks, like those at Pennsylvania and M, and then talked about the trees. He said the designated street tree for Wisconsin Avenue was the large canopied red maple, and generally, that would be used. However, at the high point near R Street, these trees would restrict the spectacular view down the hill over Georgetown, the Kennedy Center and the Potomac. He said their proposal was to use a columnar tree, such as the English Oak, between Reservoir Road and R Street to open up the vista. The Vice-Chairman called Mr. McClure's attention to the dangerous intersection at 33rd and Wisconsin and asked him if there was any chance of placing a traffic light there. Mr. McClure said they had already been asked about that and it was under consideration. Ms. Pourciau said another request was to study curb usage and possible improvements in loading and unloading areas; she said that was a major issue.

The last area to be discussed was the block of M Street between 30th and 31st streets; this was chosen to illustrate paving and other detailed design concepts that would be used generally in Georgetown. The intersections here were not considered as important as those in the gateway areas, so the crosswalks would be painted instead of being marked with a special finish or material. The ramps would still be bluestone, and the paving for the sidewalks a hand-molded brick set in a running bond pattern. Mr. McClure said that occasionally they would like to change the pattern to herringbone or basketweave—perhaps 20-30% of the paving would be in one of these variations. At storefronts and doorways bluestone “doormats” would be introduced where it seemed appropriate. He also showed a variety of patterns for the treatment of driveway and alley entrances. Single globe Washington street lights, 18-foot high, would be set 40 feet on center, with the double Bacon lights at the corners.

Mr. McClure then discussed other minor design features, and there was a discussion with Ms. Pourciau about the handicapped ramps—the undesirable appearance of the existing ones made of raw concrete inserted into the brick sidewalks, and the possibility of locating them differently on the corners and perhaps at mid-block.

The last design element to be discussed was the planting of trees on M Street. Mr. McClure said it was really a challenge to plant trees in this streetscape, especially in any rhythmic pattern, because of damage from trucks, location of bus stops, narrow sidewalks, utilities, and pollution. He said the ginkgo was the tree being planted at present, although there might be another that would survive longer. He said that where there was ample room, they would augment the existing trees; this would be evaluated on a case by case basis.

There was no further discussion, but Ms. Blumenthal asked to comment, saying that the small park with the tree near the Amoco station had been listed by the Joint Task Force on Memorials as a possible memorial site, so that should be kept in mind. Ms. Pourciau said they hoped to be able to preserve the tree, but its life was limited, and so the park had been designed so that something else could go there.

The Chairman said he thought everyone should be commended who had worked on this project, and a motion for approval was made, seconded, and carried unanimously. Exhibit J

Before adjourning the meeting for lunch, the Chairman said he would like to return to the ADMINISTRATION section of the agenda and add an item: E. Election of Chairman and Vice-Chairman. He said it had been some time since an election had been held, and he recalled that he had brought this up at the last meeting. He said he would entertain any motions. Ms. Diamonstein said she would like to move that the Commission reelect J. Carter Brown as Chairman and Harry G. Robinson III as Vice-Chairman. Mrs. Brody seconded the motion. The Chairman asked for any counter proposals, and hearing none, asked for a vote. With Mr. Brown and Mr. Robinson abstaining, the motion to reelect them was carried unanimously.

(The meeting was recessed for lunch at 1:50 p.m. and reconvened at 2:30 p.m. The agenda order was changed and items J.2 and K2.a. discussed next, to accommodate Ms. Diamonstein and one of the architects, who had to leave early.)

J. District of Columbia Public Schools/U.S. Army Corps of Engineers

2. CFA 19/JUL/01-13, Kelly Miller Junior High School, 201 49th Street, N.E Replacement school building. Revised concept. (Previous: CFA 21/JUN/01-8) Mr. Lindstrom introduced architect Jim Jelliffe from URS to show some revisions to the concept design. Mr. Jelliffe recalled that the Commission had asked if the main entrance could bear a stronger resemblance to that of the existing school, designed by well-known architect Nathan Wyeth. When they looked into that, they realized that the entrance would have to be one story higher to keep the same proportions, and since there was no real justification for that, they modified the proportions and added a frieze and an architectural coping, based on one used on the existing building, at the top. A reddish architectural concete, similar to one used on the existing building, would also be used in certain places. Transparent stair towers had been added to each side of the entrance, and the curved roofs seen in the previous design had been removed. There was agreement that the design had been much improved, and it was unanimously approved. Exhibit K

K. District of Columbia Department of Consumer and Regulatory Affairs

2. Shipstead-Luce Act

a. S.L. 01-070, The Portals, 1201, 1301, and 1399 Maryland Avenue, S.W. Three new office buildings. Concept. Mr. Lindstrom noted first that the Mandarin Oriental Hotel, on the part of the Portals site nearest the marina, would be coming back in the fall for final review. Turning to the current submission by the original architect for the Portals, he said it would complete the project. He passed around the original master plan from 1987 and pointed out changes in the configuration of the buildings and site: originally there was to have been one large building at the north, while the new plans showed three, with an open galleria between the two northernmost, focusing on the Bureau of Engraving and Printing Annex to the north, just missing the remnant of 13th Street to the east. A new avenue, actually a pedestrian plaza that would connect to 14th Street, had also been added; it would separate this two-building complex from the third new building, located just to the south and on the west side of the project. Another difference in the two plans was the height of the two northernmost buildings. In 1987 the single large building on the site was to have been eight stories high, the same as the others within the project; the new proposal showed the two new north buildings as eleven stories high. With that introduction, Mr. Lindstrom introduced architect Arthur Cotton Moore.

Mr. Moore began by showing slides, pointing out that the Portals site was bisected by railroad tracks which ran on what was once Maryland Avenue and had been bridged over. He noted also its relationship with the Capitol, through the Maryland Avenue connection, which with Pennsylvania Avenue, converged on the Capitol in the L'Enfant plan. He said there was a possibility of covering more of the tracks and creating high-rise residential buildings. Mr. Moore then talked further about the relationship of the Portals to other aspects of the L'Enfant and McMillan plans and fitting the new buildings into that geometry. He thought three buildings at the north would work better than one enormous one and would open up the site to the rest of the city; he pointed out the new avenue developed as a pedestrian plaza between two of the buildings that would connect the project with 14th Street and ultimately with the Lincoln Memorial; a galleria between the two northernmost buildings would open to the industrial area to the north and ultimately to the midpoint of the Mall. He compared the galleria to the one in Milan, and he thought it would give a feeling of urban charm to an area that had no amenities. Mr. Moore also noted a feature on the smaller triangular building that would face 14th Street; it was a spire/flagpole that would direct the eye along the Maryland Avenue axis to the Capitol. He then spoke briefly about developing a system of ornament for these buildings, similar to what had been done at the Federal Triangle.

Mr. Moore then addressed the question of the increased height of the two northernmost buildings. He said both the Zoning and Planning commissions thought this area could, and should, have greater heights and densities than it had now. He pointed out that it was essentially formless, and the connection to Maryland Avenue and the plan of Washington needed to be strengthened. He noted the similarities between Maryland and Pennsylvania avenues on the plan, in terms of width and relationship to the capitol, and although he realized Maryland Avenue could never be another Pennsylvania Avenue because of the railroad, he thought it could take the densities and height of this project. (Ms. Diamonstein left the meeting at this point.)

When Mr. Moore had finished showing his slides, the Chairman commented on some of the points made. Beginning with the galleria concept, he said that although he didn't think it was a bad idea, he thought that at the scale and height shown, it was impractical, because there would undoubtedly be rain coming in, and then the sense of an enclosed space, like the one in Milan, would be lost. Mr. Moore thought some of that could be remedied, but he said it was intended to be open air, and some rain at the ends he thought would be reasonable. Turning to Mr. Moore's analysis of the city plan, the Chairman said he was very persuaded by it; he liked the idea of opening up the axis toward the Lincoln Memorial and continuing development along Maryland Avenue with continued bridging of the railroad tracks. He liked, too, the idea of a system of ornament to give a consistency to the whole project. However, what would not contribute to the consistency would be the increase in height of two of the three new buildings; he recalled that the basic plan originally approved kept a consistency of cornice height all around and gave the project some integrity. Mr. Moore noted that the power plant just to the north was the same height as that proposed for the new buildings, and the Bureau of Engraving and Printing plant was not much lower. He said the Zoning and Planning commissions were looking for areas where they could transfer density, because there were so many places where churches and small historical buildings made increased density impossible, and this was one of the few places in the city that could tolerate it.

Mr. Lindstrom asked to comment at this point. He said the National Park Service had asked him to convey their concerns about the scheme, particularly in relation to the views from the Jefferson Memorial and from across the Washington Channel, as well as from the Old Post Office tower back to the Memorial, the waterfront, and the rest of the view south out of the city. Mr. Moore did not think these fears would be substantiated once the project was built. The Vice-Chairman observed that this "keystone" of development in the area, strong though it might be, and in spite of the emphasis on vistas and a new pedestrian connection to 14th Street, essentially turned its back on the city and looked inward. Mr. Moore said it was turning its back on two industrial buildings—a printing plant and a power plant. The Vice-Chairman said that nevertheless, there were a part of the city that now had to be worked with. He also commented on the use of a galleria, saying that they normally worked when they connected to a destination, but he was not aware of any destination to the north. Mr. Moore said it actually had a very useful destination, and that was the Metro station on 13th Street. Questions were asked about the height of the printing plant directly in front of the galleria opening and whether views of the sky would be obliterated by it. The height was given as somewhere between 60 and 90 feet.

Mrs. Brody said she found Mr. Moore's urban design strategy compelling, and she liked the robust quality of the design, but she agreed that the height was disturbing and almost overwhelming. She thought the strength he talked about had already been achieved in the design of the complex as a whole and in the architecture. She said she knew there were financial considerations, but she wondered how much would be lost if he brought the height down to the same as the existing buildings. He said the developers would lose quite a lot, and the residential part would probably be omitted and so would the galleria. He asked if it might work if he started lower and then moved up higher in the center. The Chairman said the Commission would entertain any options he chose to submit, but he thought that as presented, the design would produce a behemoth out of scale with its environment. He told Mr. Moore that that had been the reaction of every member as soon as they viewed the model. He said he had to leave the meeting, and if there were no more questions or discussions, he would like to have a motion asking Mr. Moore to return with sight-line studies and visual evidence of how the buildings would look if they were lowered. The Vice-Chairman made the motion; it was seconded and carried.

unanimously. (Exhibit L) The Chairman then turned the gavel over to the Vice-Chairman for the remainder of the meeting.

(The Commission returned to the projects not yet reviewed under subheadings J and K.)

J. District of Columbia Public Schools/U.S. Army Corps of Engineers

1. CFA 19/JUL/01-12, Randle Highlands Elementary School, 1650 30th Street, S.E. Phase I: New school building and new gymnasium. Final. (Previous: CFA 18/JAN/01-7
Mr. Martínez recalled that at the January meeting, the Commission had approved the concept drawings for the new school building (to take the place of a 1960s building that would be demolished) while asking for further study as to how the style of the new building would relate to the design of the historic 1911 school on the site, which was to be saved. He introduced architect Edwin Schmidt from Jacobs Facilities to make the presentation.

Mr. Schmidt showed drawings, recalling that the Commission encouraged them to proceed with the courtyard idea, which would be completed with the building of Phase II, a community and gymnasium structure. He showed perspective drawings of the Phase I classroom building noting the changes in the facade designs. He also showed material samples—a brick similar in color to the old building, and a light-colored block to simulate the color of the limestone. He said they had not yet received the preservationist's report on the 1911 building, but their intent was to return it as much as possible to its original state. He showed a site plan, pointing out the location of play areas and ball fields, and recalling the Commission's previous comments, said that the only fencing to be used would be around the ball fields and the tennis courts. Mr. Martínez showed one of the original renderings, noting that the glass box extension on the new school had been removed—the school people thought its proximity to the ball fields was not a good idea.. There was agreement that the new design was much improved, and it was approved unanimously. Exhibit M

4. CFA 19/JUL/01-15, John Strong Thompson Elementary School, 12th and L streets, N.W. Addition and renovation. Concept. The Assistant Secretary said this school, built in the 1920s, was a registered landmark, and the Historic Preservation Review Board had asked that as much as possible of both the exterior and interior be saved. He said the architects had found a way to build a new structure to the south to supply facilities the old school lacked, and at the same time just barely touch the original structure. He introduced Lance Bailey of Bailey Associates to begin the presentation.

Mr. Bailey introduced the members of his team and spoke briefly about the school, which he described as an urban school with a diverse population. He said that, originally, plans called for a new school on the property, but that changed when the historic status was granted to the old school. Mr. Bailey then introduced the design architect, Louis Fry. Mr. Fry said the old building would remain as is on three and one-half sides, and would be penetrated by the new construction only where windows and doors presently existed. He noted that the site was small, and had to accommodate not only the academic facilities, but also off-street parking and play areas for 360 children. Mr. Fry showed drawings, noting that the existing drop-off at the northwest corner would remain, and the new main entrance would be placed between the old and the new buildings, connecting to two new circulation corridors which would join the two sections. Mr. Fry said they were able to provide ample light to

each corridor, and through their arrangement, locate classrooms and play areas convenient to each other, so that older and younger children were separated. The new section would be devoted primarily to play and gym areas and a media center; it could be open for community events during non-school hours while the rest of the school remained locked. To give the historic building as much visibility and breathing room as possible, the new building had been designed in a semicircular shape on 12th Street, the only street from which the two buildings could be seen together (to the south and west the buildings faced alleys). The semicircular shape would be repeated, at a small scale, on the west side. As the large curved section would house the "outdoor" play areas, the open areas between floors would be screened with thin wire framed sections to keep balls from going out. Bands of concrete would define the floors and act as solid guard rails. Mr. Fry said the concrete would be limestone color, and a light-colored brick would be used elsewhere; he did not want to mimic the red brick used on the original building. The gymnasium on the fourth floor would be covered with a shallow barrel vault. The required off-street parking would be underneath the new building and in the alley. Murals would possibly adorn the main entrance and the south side, facing a hotel, but that would depend on the cost.

The members then commented on the design. The Vice-Chairman said he was not convinced that a contemporary round structure was the appropriate thing to place so close to the historic school; he said he would have to see a more detailed model and some other drawings to be persuaded. He recalled that the architects for the Cleveland School also had a difficult site with similar issues, but they were able to reflect the classic strength of the existing school without mimicking it. He said that if a building such as the one Mr. Fry was proposing was to be successful, the details had to be very carefully worked out, and he was not so sure the screening of the play areas and the curb cut and plaza for the parking access had been. Ms. Malino and Ms. Brody were also uncertain about the appearance of the screened play area, and all three thought that it gave a caged look. Mrs. Brody asked Mr. Fry if he was required to have open play areas, and he said he was. Various suggestions were made as to how he might modify the curved shape, or square it off, and how he might treat the mesh, including some by an architect in the audience, Geoffrey Lewis. The Vice-Chairman commented that the Commission could not design the building for Mr. Fry, and he asked for a motion that would request that the architect work with the Commission staff to resolve some of the issues raised, and then return in September with revisions. Ms. Malino made the motion, and it was seconded and carried unanimously. Exhibit N

3. CFA 19/JUL/01-14, Bell Multicultural High School/Lincoln Multicultural Middle School, 3145 Hiatt Place, N.W./3101 16th Street, N.W. New combined school building. Concept. The Assistant Secretary introduced this project, saying that it was probably the largest of the educational complexes the Commission would be reviewing, as it would combine two schools and community facilities within one building. The two existing schools--Bell, built in the 1920s and Lincoln, built in the 1960s--were considered totally inadequate for 21st century education, he said, particularly for implementing the current philosophy for educating students from a wide and varied cultural background, most of them from low-income families. Although there were two separate schools, some of the facilities--primarily gym, auditorium, and cafeteria--would be shared. Mr. Carson then introduced architect Patrick Higgins from SHW, KCI Technologies to continue the presentation.

Mr. Higgins introduced his team, which included the vice-principal of Bell High School and other representatives from the schools, as well as landscape architect Nick Linehan and architect Steve Sveda from KCI Technologies. He began by showing a site plan and photographs of the architecture

in the surrounding area, and then introduced Reggie Burke, vice-principal of Bell, who talked about the difficulties of having to share facilities with a school across the street, deal with inadequate recreational space, and struggle with numerous other deficiencies. Mr. Higgins said they had been working with the Bell/Lincoln people for about four years, and thanks to a fund-raising program and some early schematic designs, they were able to be pushed up in the order of school development. He hoped that now, after working with the schools to develop an educational program that met their needs, they had a concept design that would fulfill those needs.

Mr. Higgins showed plans, and also perspective and elevation drawings, noting that the Bell School would be at the north end of the property, facing 16th Street, and the Lincoln School would be at the south end, fronting on both 16th and Irving with a Hiatt Street address. The shared facility part of the building would be a two-story structure behind the schools, to the east. Bell High School would consist of a four-story tower and Lincoln would be a three-story tower; they would be separated by the shared-use auditorium. The main entrance would be through a curved element on 16th Street; there would be a public entrance in the center, opening into the auditorium area, with separate entrances on each side opening into the schools. Underground parking would be entered at the rear, from Hiatt Street. Mr. Higgins noted that the area to the north was occupied by the headquarters of the D.C. Parks and Recreation Department, and he pointed out the various playing fields and tennis courts adjacent to the school property which would be available to the students. The Parks and Recreation Department employees would be able to use the school's underground parking area and their existing asphalt parking lot removed.

Mr. Higgins showed two schemes for the building envelope, called A and B, in the form of perspective sketches and elevation drawings. The massing and footprint was very similar for both, as were the materials—red brick and limestone (or cast stone or block). He said the people from the schools generally preferred Scheme B, which he showed first. It was predominantly brick, with accent bands of limestone, limestone around the punched windows, and canted roofs on the stair towers to bring in light. The curved entrance on 16th Street, featuring a colonnade, was a focal point. Scheme A had larger areas of limestone and thus appeared more contrasty; ribbon rather than punched windows were used, and there was more glass than in Scheme B. It also made use of canted roofs for the stair towers. The 16th Street entrance was not a focal point in that facade as it was in Scheme B.

The members then commented on the two schemes. The Vice-Chairman said first that the canted roofs on the stairs should be removed, no matter which scheme was chosen. He thought Scheme B was more contextual with the neighborhood, and he thought the opportunity to include some multicultural type of artwork should not be missed in this neighborhood. He also thought the whole center entrance area might be of a lighter colored brick, perhaps with a pattern in it. Mr. Higgins mentioned that they were working with the Corcoran Gallery on saving some of the student artwork, particularly columns from the Lincoln School decorated with mosaic tiles. Ms. Malino said she liked Scheme A, although she knew she was in the minority, because it was livelier and had more light and shade because of the increased articulation. But she thought there was too much contrast in the way the materials were used in this scheme, as opposed to Scheme B, and she like the entrance in Scheme B better. The consensus was that what was needed was a hybrid of the two schemes; the Vice-Chairman asked Mr. Higgins to work with the staff towards this goal and bring in revised drawings as soon as possible. Exhibit O

5. CFA 19/JUL/01-16, Woodrow Wilson High School, 3950 Chesapeake Street, N.W. Repairs and renovations. Design. Mr. Lindstrom said this was essentially a repair and renovation project that would not ordinarily be on the Commission's agenda, but since it involved some significant changes of material, he thought it best that the members see it. Also, he said the Park Service had an easement on the school's front lawn because they owned property across the street, and they wanted to make sure it was not disrupted, or that run-off from Rock Creek did not cause erosion during construction. He introduced architect Geoffrey Lewis from Gauthier, Alvarado & Associates to discuss the project.

Mr. Lewis said they would be replacing the roofs on six buildings, some with slate roofs that had copper gutters, downspouts, and copper conductor heads at the top; on the main building the conductor heads had WWHS embossed on them. He said most were worn out and needed to be replaced. The buildings with flat roofs would have them replaced in kind, with either built-up or metal roofs. He said the pool building would need major repair because of damage caused by humidity and chemicals, including a new metal roof and a recladding of the brick walls. The roof would be a heavily-insulated metal panel system. For the buildings with slate roofs, the school would like to use an artificial slate made of recycled rubber. Mr. Lewis said he was skeptical at first, but found them quite attractive. Mr. Lindstrom noted that these were the same slates that the Commission had approved for use at the old Naval Observatory. Another change being requested was the use of stainless steel rather than copper for the gutters, downspouts, and conductor heads because it was less expensive and easier to handle. Also, there had been a problem with theft of the copper. In answer to Mrs. Brody's question, he said the stainless steel would weather to a soft, silvery grey color. The Vice-Chairman questioned the cost estimate, stating that he believed copper was currently cheaper than any other metal. Mr. Lindstrom said he thought the stainless steel was preferred because it was more permanent, but he noted that the issue here was preservation of a historic structure. There was a discussion about the proper course to take, and it was decided that the roof drainage items should continue to be copper. Mr. Lewis said some of the original copper conductor heads might be able to be saved. The project was then unanimously approved, with the recommendations made. Exhibit P

K. District of Columbia Department of Consumer and Regulatory Affairs

1. Old Georgetown Act

Appendix I. The Appendix was approved without objection.

2. Shipstead-Luce Act (continued)

b. Appendix II. The Appendix was approved without objection.

Item not on printed agenda: Confirmation of ratification of actions taken at 21 June meeting after quorum was lost. Mr. Lindstrom noted that the members were sent a memo asking for their signatures ratifying these actions, so that they could be made part of the record. He said all the members, with the exception of the Vice-Chairman, had returned their signed memos; Mr. Robinson recalled that he had forgotten to fax his, but gave his approval at this time. He asked if there was a motion to confirm the ratification of these actions; Ms. Malino made the motion, which was seconded by Mrs. Brody, and carried unanimously.

III. INSPECTION

Freer Gallery of Art, objects proposed for acquisition. Because of the late hour, near closing time for the Freer, Mr. Lindstrom showed photographs of the items and read descriptions. There were no questions or objections to the proposed purchases, and they were unanimously approved Exhibit Q

There being no further business, the meeting was adjourned at 4:53 p.m.

Signed,

A handwritten signature in blue ink, appearing to read "Charles H. Atherton".

Charles H. Atherton
Secretary.

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001-2728

202-504-2200
202-504-2195 FAX

EXHIBIT A

26 July 2001

Dear Mr. White:

At its meeting on 19 July 2001, the Commission reviewed the concept submission for the proposed New York Avenue Metrorail Station and approved the station platform and entrance pavilion. The approval includes the structurally independent Metropolitan Trail overpass, as shown in the displayed model. As the first station to be added to the original Metrorail system, it will set the design standard for future aboveground stations with its structural-glass entrance pavilion and lighter metal and glass platform canopies.

Of the two schemes presented for the trail overpass, the members preferred the traditional "column and beam" configuration to the heavy and potentially overbearing cantilevered option. A column and beam structural system for the trail is in keeping with the rest of the Metrorail system and has the advantage of isolating the trail from the vibrations of the train platform and allowing for the varying expansion and contraction rates of the trail and station. A cantilever system would do neither. Columns spaced every 66 feet would not preclude the use of the space under the trail and in front of the station for vendors or other similar activities. Keeping the trail's support system separate from that of the station eliminates the need for a complicated hybrid structure that would be more expensive and difficult to build. It also permits the trail to be easily reconfigured should it be necessary in the future, without affecting the station's structure or rail operations (something to keep in mind with the proposed addition of a Maglev line to the Baltimore-Washington train corridor).

As presented, the trail, with its gently arched beams and alternately spaced columns, will be an elegant frontage piece to the station. The members suggested that the design team carefully consider lighting to enhance the separate structures of the station and trail by highlighting columns and beams with up-lighting.

The members were pleased with this new direction in the design vocabulary for Metrorail and look forward to its application to other new stations as the system expands. Please submit the final design and construction documents for review when ready. As always, the staff is available for assistance should you have questions.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown", written in a cursive style.

J. Carter Brown
Chairman

Mr. Richard A. White
General Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, D.C. 20001

cc: Mayor Anthony Williams
John F. Donahue, Jr., WMATA
John D. Thomas, WMATA
Hanan Kivett, AIA, CTC

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EXHIBIT B

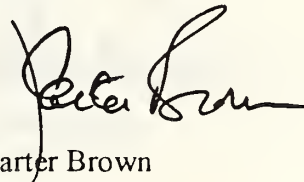
26 July 2001

Dear Mr. McGill:

The Commission of Fine Arts reviewed designs at its 19 July meeting for a temporary marker designating Daniel Patrick Moynihan Place in Woodrow Wilson Plaza, next to the Ronald Reagan Building and International Trade Center.

I am happy to tell you the marker design was approved, and we look forward to seeing designs for the permanent tribute to such a distinguished citizen, one who led the way in the redevelopment of Pennsylvania Avenue.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown".

J. Carter Brown
Chairman

Michael S. McGill
General Services Administration
301 7th Street, SW
Room 7600 - WPT
Washington, D.C. 20407-0001

cc: Susan Anderson

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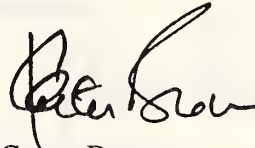
EXHIBIT C

26 July 2001

Dear Mr. McGill:

During its meeting 19 July 2001, the Commission reviewed and approved the design for the proposed canopies for the Triangle Tots Child Development Center at the Ronald Reagan Building at 1300 Pennsylvania Avenue. The six shade canopies are to be built of curvilinear triangle space-frames with canvas covers. The present design is an improvement over the previously proposed canopy submitted for review last year. The new installation will provide visual interest and the shade required by GSA for the play areas.

Sincerely,



J. Carter Brown
Chairman

Mr. Michael McGill
Special Assistant for Regional Coordination
U.S. General Services Administration
National Capital Region
301 7th Street, SW
Washington DC 20407-0001

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EXHIBIT D

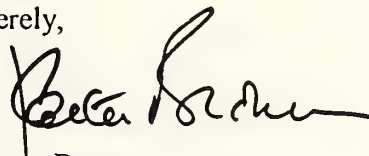
26 July 2001

Dear Mr. Williams:

During its meeting of 19 August 2001, the Commission reviewed and approved the submitted design for the installation of two standby electrical power generators to be located in the underground parking garage at the Martin Building on Virginia Avenue. Our interest focused on the exterior projections for the air intake and exhaust stacks and the mitigation of those intrusive elements by James Van Sweden's landscape solution. In this vein, the Commission endorses changing the shape of the stacks from the usual tube profile associated with smokestacks to one that is rectangular. Given the new landscape, the casual observer will see them as sculptural elements.

Should you have any questions, please feel free to call on the staff.

Sincerely,



J. Carter Brown
Chairman

Mr. David L. Williams
Assistant Director for Support Services
Federal Reserve System
Washington, D.C. 20551

cc: John Parsons, NPS

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EXHIBIT E

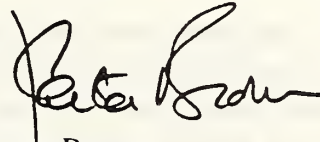
26 July 2001

Dear Mr. Awni:

During its 19 July 2001 public meeting, the Commission reviewed and unanimously approved the additions and renovations to Building 38—The Deployment Health Clinical Center—on the main campus of the Walter Reed Army Medical Center. It's a sensible design and will take its place nicely with other near by buildings.

We commend you and your staff on working with our staff and keeping us informed on the progress of this project. As always, the staff is available for assistance should you have questions.

Sincerely,



J. Carter Brown
Chairman

Mr. M. "Ed" Awni
Acting Director
Directorate, Public Works
Department of the Army
Walter Reed Army Medical Center
Washington, D.C. 20307-5001

cc: Tracy Porter Wilson, WRAMC DPW
Marjorie Marcus, WRAMC DPW

THE COMMISSION OF FINE ARTS

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EXHIBIT F

26 July 2001

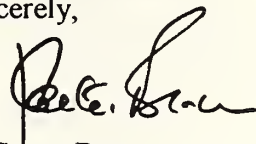
Dear Dr. Spelman:

During its meeting 19 July 2001, the Commission of Fine Arts reviewed the final designs for the renovation of the Mane Restaurant and the concept design for the new Farm Exhibit at the National Zoological Park.

We are happy to see the renovation of the Mane Restaurant which restores the building to its original tavern character. However, the handicapped elevator addition, now faced with stone to match the rest of the building, still needs some fine tuning, particularly in the configuration of its roof. Please provide the staff with revised drawings showing alternatives.

The concept design for the Farm Exhibit was well received. It will be a wonderful addition to the Zoo. We are pleased to learn that the information building will be reconfigured to be more evocative of farm architecture. One element that is missing is adequate and nearby bathroom facilities for the children visiting the exhibit area. Existing facilities require a lengthy walk up the hill. We look forward to the review of the various components of the exhibit as they are developed.

Sincerely,



J. Carter Brown
Chairman

Dr. Lucy Spelman
Director
Smithsonian National Zoological Park
Washington DC 20

cc: Robin L. Vasa, AIA
Frank Sturgeon, EYP
Faye Harwell, Rhodeside & Harwell, Inc

THE COMMISSION OF FINE ARTS

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EXHIBIT G

26 July 2001

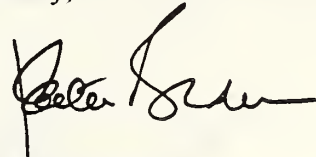
Dear Mr. Carlstrom:

During its meeting 19 July 2001, the Commission reviewed various options for a proposed shelter for the canal boat mules at the C & O Canal in Georgetown. Located diagonally across the bridge from the park offices at 1057 Thomas Jefferson Street, the shelter is needed to provide shade and rain protection for the mules between trips.

From the options discussed, the Commission approved the simplest, a fence with three rails separating visitors from the mules. Behind the fence, the shelter would consist of four poles supporting a shed roof covered in removable canvas.

We appreciate the efforts of the National Park Service in seeking the advice of the Old Georgetown Board and in working with the community.

Sincerely,



J. Carter Brown
Chairman

Mr. Terry R. Carlstrom
Regional Director
National Capital Region
U.S. Department of the Interior
National Park Service
1100 Ohio Drive, SW
Washington, DC 20242

cc: Douglas D. Farris

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EXHIBIT H

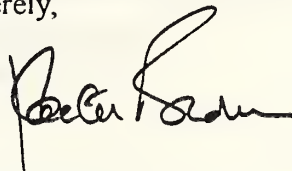
26 July 2001

Dear Mr. Gittens:

At its meeting on 19 July the Commission of Fine Arts reviewed revised designs for the Southwest Gateway project. After considerable discussion with the artist, G. Byron Peck, and Alec Simpson and Sherry Schwechter from your office, the Commission continues to feel that combining realistic, photographic images—even though somewhat abstracted through a digital process—with abstract mosaic tile patterns simply will not work. Understandably, the community would like to see images of their neighborhood placed where visitors could see them, and surely there is a wall somewhere or a place where a kiosk could be erected that would be more effective for this purpose than the inside of the underpass.

The Commission is happy to approve the abstract mosaic tile patterns as presented, and would have no objection to the inclusion of the generalized, naturalistic elements presented, such as birds and fish. The staff is available should you have any questions.

Sincerely,



J. Carter Brown
Chairman

Anthony Gittens, Executive Director
D.C. Commission on the Arts and Humanities
410 8th Street, N.W., 5th Floor
Washington, D.C. 20004

cc: Ann Simpson-Mason

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EXHIBIT I

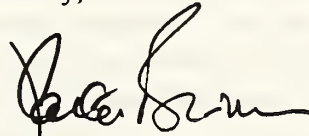
26 July 2001

Dear Mr. Moneme:

The Commission was pleased to meet with you and Stephanie Bothwell on 19 July during its review of the proposed public space changes to the 500 block of 10th Street, Northwest. Noting the current unsafe and unsightly conditions fronting Ford's Theatre, the members were unanimous in their approval of each change submitted. The Commission heartily endorses the removal of the "cobra-head" highway lights at the street intersections and would hope that the tree guards proposed might be considered elsewhere in the city where sidewalks are narrow and young trees are especially vulnerable to damage.

The Commission looks forward to working with you on other public space projects as they arise and offers the assistance of its staff should you have any questions.

Sincerely,



J. Carter Brown
Chairman

Mr. Emeka Moneme
Special Assistant to the Director
District Division of Transportation
Department of Public Works
2000 14th Street, NW
Washington, D.C. 20009

cc: Stephanie Bothwell, D.C. Downtown BID
John Parsons, NPS

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EXHIBIT J

26 July 2001

Dear Ms. Pourciau:

During its meeting 19 July 2001, the Commission reviewed and approved the concept designs for the Streetscape Plan for Georgetown prepared by the District Division of Transportation and their consultants, Lee & Liu Associates, Inc. Even though the scope of the project is limited to M Street and Wisconsin Avenue, the plan, when implemented, will set the standard for the rest of the historic district. As part of the presentation, the two gateway proposals were discussed: the first, at the intersection of Pennsylvania Avenue and M Street; the second, at Wisconsin Avenue, R Street and Reservoir Road. Both received concept approval. We look forward to the review of the design development for these gateways.

The Commission appreciates the sensitivity of the design group in considering the various elements that give Georgetown its special character. As the plans develop, careful attention should be given to the various conditions existing within each block so that historic continuity is retained and the look of a suburban new town is avoided. Preserving existing historical markers in the sidewalks, and as much of the original paving patterns as possible, will help achieve that goal.

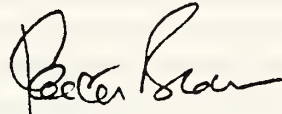
The members expressed concerns related to the design, placement and safety of the handicapped access ramps at the intersections. We are confident these will be studied on a case by case basis, and that the approved district standards will be applied where possible.

The concept design for the North Gateway at Wisconsin and R Streets was well received, with a note to further study the placement of a traffic light at the intersection of Wisconsin Avenue, 33rd Street and Reservoir Road.

The Commission encourages continued coordination of the Streetscape Study with the utility companies, including Pepco, Washington Gas, and cable, in relation to installation of equipment. To preserve the historic street frontages, meters and equipment must be placed either inside the effected building or in the alleys.

We appreciate the efforts of the District Division of Transportation in seeking the advice of the Old Georgetown Board and in working with the community.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown". The signature is fluid and cursive, with the first name "J." being small and the last name "Brown" being larger and more prominent.

J. Carter Brown
Chairman

Ms. Michelle Pourciau
Deputy Director
Government of the District of Columbia
Department of Public Works
Division of Transportation
2000 14th Street, NW 6th Floor
Washington DC 20009

cc: Craig McClure, Lee & Liu Associates, Inc.

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EXHIBIT K

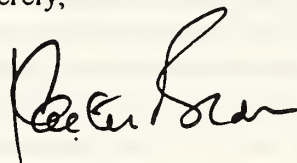
26 July 2001

Dear Mr. Block:

At its meeting of 19 July 2001, the Commission reviewed and approved the revised concept submission for the replacement building for the Kelly Miller Middle School. The members found the revised elevations to be more in keeping with the image of the existing building, thus preserving a sense of continuity for the community and the unique design character of the historic school. Although the loss of the original building is regrettable, the new structure and its orientation should prove to be an enhancement to the school system and the neighborhood.

Please submit final design and construction documents with material samples for review when ready. Our next meetings are scheduled for 20 September and 18 October. As always, the staff is available for assistance should you have questions.

Sincerely,



J. Carter Brown
Chairman

Stanley N. Block, P.E.
Chief, Design Management Branch
Department of the Army
Baltimore District, US Army Corps of Engineers
P.O. Box 1715
Baltimore, MD 21203-1715

cc: Sara Woodhead, AIA, DCPS
Walter Hernson, DCPS
James Jelliffe, Fanning/Howey Assoc. Inc.

**SHIPSTEAD-LUCE
AGENDA ITEM EXHIBIT**

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 01-070	1201, 1301 & 1399 Maryland Avenue, SW The Portals	Three new office buildings - Concept.

RECOMMENDATION: Recommend AGAINST concept design for the proposed three new office buildings at The Portals complex as shown in drawings received and dated 9 July 2001. The proposed height of the two buildings fronting Maryland Avenue and D Street (Phase III and Phase IV-A) is out-of-scale with the rest of the complex. Recommend further study to reduce the height of the two northern buildings to coincide with that of the existing office building (Building "B") and as shown in the approved urban design from 1987 that sets the Maryland Avenue cornice line at 90 feet (See previous Action: CFA 17/DEC/87-3). Recommend eliminating the high "Galleria" or lowering it to approximately the third floor level between the buildings so that the height is in proportion with its length. File new submission for revised concept design for review by the Commission when ready.

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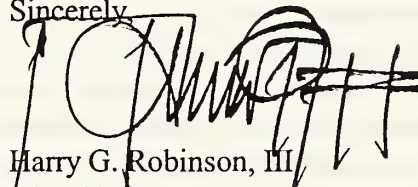
EXHIBIT M

Dear Mr. Block:

During its meeting 19 July 2001, the Commission reviewed and approved Phase I of the final designs for the proposed replacement school building at the Randle Highlands Elementary School located at 1650 30th Street, SE. The revisions to the concept design, reviewed last January, were considered an improvement.

We look forward to the review of the designs for Phase II, including the new gymnasium, the renovation of the original 1911 school building, and the comprehensive landscape plan for the complex as they are developed.

Sincerely,



Harry G. Robinson, III
Vice Chairman

Stanley N. Block, P.E.
Chief, Design Management Branch
Department of the Army
Baltimore District, US Army Corps of Engineers
P.O. Box 1715
Baltimore, MD 21203-1715

cc: Edwin Schmidt, Jacobs Facilities, Inc.
Sarah Woodhead, D.C. Public Schools

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EXHIBIT N

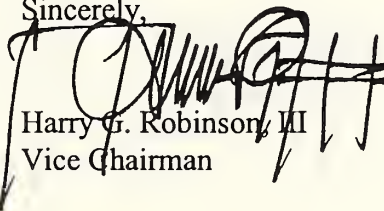
Dear Mr. Block:

During its meeting of 19 July 2001, the Commission reviewed the concept design for the renovation of and addition to the historic Thomson Elementary School at 12th and L streets in northwest Washington. This is an unusually difficult project given the restrictive site and its dense urban environment. The complexity of the project has been compounded by the need to retain as much of the existing school building, a designated landmark, as possible. The unbuilt portion of the site has to accommodate parking as well as a required percentage of play area within a structure that needs to address both the academic and community needs the original school building lacks.

The Commission commends the architects for the sympathetic treatment of the old structure, while inserting a dynamic circulation pattern that manages to unite both buildings. Given the beautiful detailing of the original structure, the design elements for a contemporary addition must be very carefully considered. In this light, the Commission was unanimous in its concern over the play area "balconies", especially those overlooking 12th Street. That concern focused on two fundamental problems: geometry and materials. The scale and semicircular shape of the floor plates were considered intrusive and alien to the street scape. The heavy bands of masonry and the wire mesh in-fill seemed forbidding and evocative of a prison that no amount of decorative applique would absolve. This is one aspect of the project that will need careful reconsideration.

The Commission looks forward to the review of the development of the design and provides the services of its staff should questions arise in the interim.

Sincerely,



Harry G. Robinson, III
Vice Chairman

Mr. Stanley N. Block, P.E.
Chief, Design Management Branch
Engineering Division
Baltimore District, U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore, Maryland 21203-1715

cc: Antoine Plessy, Army Corps of Engineers
Sarah Woodhead, D.C. Public Schools
Lance Bailey, Lance Bailey Associates
David Maloney, Historic Preservation Office

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25 July 2001

EXHIBIT 0

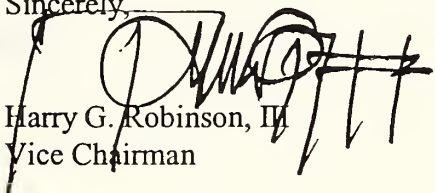
Dear Mr. Block:

During its meeting of 19 July 2001, the Commission reviewed the concept design for the consolidated Bell-Lincoln Multicultural High and Middle schools at 3101 16th Street, Northwest. The Commission understands that this project is one of great complexity and, given its unusual program, perhaps unique in the city. With that in mind, the members appreciated seeing two schemes for the building envelope. While both had certain elements that were to be commended, neither fitted the bill.

Acknowledging the fact that the floor plates are essentially identical, the Commission suggests combining the best attributes of both schemes. The elevations in Scheme A were considered more dynamic and appropriate, although the change in color and material was thought arbitrary and distracting. On the other hand, the entrance arcade in Scheme B was considered more inviting and, therefore, preferable. Both schemes featured canted roof elements which the members recommend deleting. A more discrete insertion of skylights would provide the natural light thought necessary for the stairwells. Finally, the Commission recommends incorporation of decorative elements, especially at the masonry band over the entrance arcade. If school symbols could be incorporated, such elements would provide that unique identity the students and the community would appreciate.

The Commission recommends that you and your consultants work with the staff and return to the Commission for another review at your earliest convenience. Our next public meeting is scheduled for 20 September.

Sincerely,


Harry G. Robinson, III
Vice Chairman

Mr. Stanley N. Block, P.E.
Chief, Design Management Branch
Engineering Division
Baltimore District, U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore, Maryland 21203-1715

cc: Robert Mustain, Army Corps of Engineers
Sarah Woodhead, D.C. Public Schools
Patrick Higgins, SHW Group, Inc.

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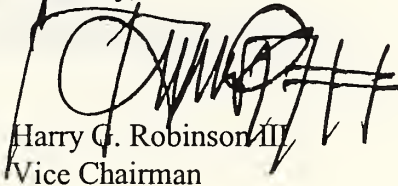
25 July 2001

EXHIBIT P

Dear Mr. Block:

During its public meeting of 19 July 2001, the Commission reviewed and approved the repair and renovation project for the Woodrow Wilson High School with the provision that the gutters, decorative conductor heads and downleaders on the historic main building, auditorium and library wings, connecting corridors and heating plant are replaced or replicated with copper to match the originals. Otherwise, the balance of the project was considered appropriate to correct problems resulting from delayed maintenance and inferior detailing. The Commission requests the contractors coordinate with the National Park Service on the issues of storm water runoff during construction and the preservation easement on the school's front lawn. The Commission looks forward to the rehabilitation of this important school. If you have any questions please do not hesitate to contact us.

Sincerely,



Harry G. Robinson III
Vice Chairman

Stanley N. Block, P.E.
Chief, Design Management Branch
Department of the Army
Baltimore District, US Army Corps of Engineers
P.O. Box 1715
Baltimore, MD 21203-1715

cc: Sara Woodhead, D.C. Public Schools
Walter Hernson, DCPS
Geoffrey Lewis, AIA, Gauthier, Alvarado & Assoc.



The Regents of the Smithsonian Institution and the Commission of Fine Arts, as provided in Paragraph 4 of the Codicil to the Will of the late Charles Lang Freer, have examined the following:

Jar

Unidentified artist

Stoneware, unglazed

Thailand, Suphanburi province, Suphanburi kilns

15th century

Gift to the permanent collection

(V14.99.1)

Small "Mon" ware dish

Unidentified artist

Stoneware, white slip, olive green glaze

Thailand, Sukhothai province, Si Satchanalai kilns

13th-14th century

Gift to the permanent collection

(V14.99.2)

Large "Mon" ware dish

Unidentified artist

Stoneware, olive green glaze

Thailand, Sukhothai province, Si Satchanalai kilns

13th-14th century

Gift to the permanent collection

(V14.99.3)

Small jar

Unidentified artist

Stoneware, unglazed

Thailand, Sukhothai or Phitsanulok province

15th century

Gift to the permanent collection

(V14.99.4)

Page Two - July 2001

Lotus and fish dish

Unidentified artist

Stoneware, underglaze iron

Thailand, Sukhothai province, Si Satchanalai kilns

14th-15th century

Gift to the permanent collection

(V14.99.5)

Fluted bowl

Unidentified artist

Stoneware, celadon glaze

Thailand, Sukhothai province, Si Satchanalai kilns

15th-16th century

Gift to the permanent collection

(V14.99.6)

Dish

Unidentified artist

Stoneware, celadon glaze

Thailand, Chiang Rai province, Amphoe Phan kiln site

ca. 15th century

Gift to the permanent collection

(V14.99.7)

Dish with piecrust rim

Unidentified artist

Stoneware, celadon glaze

Thailand, Chiang Rai province, Wang Nua kilns

15th-16th century

Gift to the permanent collection

(V14.99.8)

Bowl

Unidentified artist

Stoneware, celadon glaze

Thailand, Chiang Rai province, Kalong ware

16th-17th century

Gift to the permanent collection

(V14.99.9)

Large dish

Unidentified artist

Stoneware, green glaze, slip

Thailand, Phayao province, Phayao ware

13th-14th century

Gift to the permanent collection

(V14.99.10)

Sgraffito dish

Unidentified artist

Stoneware, slip, green glaze

Thailand, Phayao province, Phayao ware

13th-14th century

Gift to the permanent collection

(V14.99.11)

Dish with design of impressed double fish

Unidentified artist

Stoneware, olive green glaze

Thailand, Chiang Mai province, Sankampaeng ware

13th-14th century

Gift to the permanent collection

(V14.99.12)

Note V14.99.13 is shown in photograph and has been approved for study collection. Approval is not required by Commission or Secretary for Study Collection.

Dish

Unidentified artist

Stoneware, white slip, pale green glaze

Thailand, Chiang Mai province, Sankampaeng ware

14th-15th century

Gift to the permanent collection

(V14.99.14)

Dish with fluted cavetto

Unidentified artist

Stoneware, green glaze, slip

Thailand, Chiang Mai province, Sankampaeng ware

14th-15th century

Gift to the permanent collection

(V14.99.15)

Bowl

Unidentified artist

Stoneware, white slip, light green glaze

Thailand, Chiang Mai province, Sankampaeng ware

14th-16th century

Gift to the permanent collection

(V14.99.16)

Jar

Unidentified artist

Stoneware, ash glaze

Thailand, Chiang Mai province, Sankampaeng ware

16th-17th century

Gift to the permanent collection

(V14.99.17)

Painting

Shiva and Parvati

by Chokha

Opaque watercolor on fiber board

India, Rajasthan, Mewar/Devgarh

ca. 1820

Gift to the permanent collection

(V9.2001)

Set of three sake cups with storage box

Unidentified artist

Lacquer and gold on wood, wood storage box

Japan

Edo period (1615-1868), early 19th century

Gift to the permanent collection

(V15.2001.1-3)

Manuscript page

Sa'di and the Two Indian Robbers

from a manuscript of the Gulistan (Rosegarden) by Sa'di

Opaque watercolor, ink, and gold on paper

Probably present-day Uzbekistan, Bukhara

late 1530s-early 1540s

Purchase for the Permanent collection

(V14.2001.1)

Page Five - July 2001

Seated figure of a woman holding a bird

Unidentified artist

Earthenware, glazed

China

Tang period 618-906 AD, 8th century

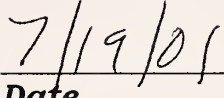
Purchase for the Permanent collection

(V18.2001)

END of LIST



For the Commission of Fine Arts



Date

For the Regents of the Smithsonian Institution

Date

